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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Chengchou patrol unit cars. Six passenger cars were damaged.

- 5. During the first quarter, 84 accidents were caused by violations of coupling regulations. Most of these accidents resulted from faulty inspection and repair of cars, improper maintenance, faulty repair and inspection of public works, defective maintenance and repair of telecommunication equipment and unreasonable 25X1 use of labor. A typical accident occurred when train Tientsin P'uk'ou Railway lost its brake near the Tientsin West Station and 25X1 damaged its "hsia la t'iao (0007/2139/2742)" and several thousand railroad ties. The accident was caused by poor inspection and faulty repair of cars. The Hengyang shop violated regulations by fitting two passenger car axles on cargo trains which caused sluggishness of the wheels.
- 6. The Bureau of Engines (sic) of the Ministry of Railways called a full meeting to examine the responsibility, circumstances, and major causes of the accidents, and to formulate measures to prevent accidents and ensure traffic safety. The decisions of this meeting were as follows:
 - a. The heads of the bureaus of engines of the railway administrations, the chiefs of the engine sections of the branch railway administrations, and officials of subordinate engine units should study past accidents, educate all traffic personnel in safe operations, and be severely critical of persons not heeding operations instructions.
 - b. All traffic direction personnel and engineers should realize the maximum speed which any given line can stand. The engineers of the bureau of engines of the railway administrations should prepare data on the maximum speed of traffic turnover between sections, based on the existing conditions on the several lines, and give this data to the traffic direction personnel and engineers as reference for travel between sections. The traffic personnel should have full control over the movement of traffic. In the event a train arrives considerably ahead of schedule and at an excessive speed, the traffic personnel should immediately report the incident to the proper authorities.
 - c. Thorough training in observing and measuring speed should be conducted. Calculation tables based on the number of telegraph posts and milestones should be prepared and given to the traffic personnel.
 - d. In entering stations, engineers should observe the 25 kilometer limit on curved approaches and the 45 kilometer limit on straight approaches, excluding those lines equipped with special brakes.

7.	25X
' '	the Chinese Communist railways saved
	53,006 tons of coal, according to statistics compiled by the Chinese Communist
	Ministry of Railways. This saving, equivalent to approximately JMP 10 000 000
	was 3.33 times the savings quota of 15.000 tons planned at the start of the
	savings drive. The savings achieved throughout the country were the Tientein
	Railway Administration, 9,222 tons of coal: the Harbin Railway Administration
	0,000 tons; the Tsitsihar Railway Administration. 5.266 tons, and the Kinin
	Rallway Administration, 6.741 tons. The Ministry of Railways issued a special
	circular, signed by Minister T'ENG Tai-yuan (3326/0108/6678), commending the
	railway administrations and announcing a savings quota of 20,000 tons of coal
	for the second quarter of 1953.
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